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A chapter devoted to a discussion of the police power shows to what extent this sovereign power has been used in city administrative work and also enumerates definitions and amplifications given it by courts in recent decisions. The chapter on the administrative aspects of city-planning is suggestive for constructive activity and shows the best in present municipal schemes.

The book is of particular value to those patriotic citizens who are interested in civic improvement and have service to perform as officials; it is well done, has a good index, but contains occasional and needless details. The appendices, which cover over one hundred pages, contain source material covering enactments and important court decisions patent to the discussion. The Introduction, written by Mr. Olmsted, sets forth the purposes and plan of the book in a clear and concise way.

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*Railway Regulation.* By I. LEO SHARFMAN. (LaSalle Business Texts.)  
Chicago: LaSalle Extension University, 1915. 8vo, pp. 230.  
\$2.00.

Those interested in the economic problems of state control will welcome this account of American railway regulation. The problem of harmonizing public and private interests and developing a system whereby the promotion of public welfare and the stimulation of individual enterprise may be secured, is one not only of greatest difficulty but also of supreme importance. A background for the study is laid down in the two chapters on American railway development and the nature of railway competition, whence the conclusion follows that the need "for public regulation of railway rates does not arise from any conclusive evidence as to the extortionate character of the general level of American rates; it arises, rather, from the very nature of the railway business and from the extreme complexity of the railway rate structure" (p. 85). After a discussion of the theory of rate-making and some examples of actual practice, there follows a historical account of rate regulation in the United States and of the various efforts that have been made by different governing bodies to prevent the various forms of discrimination. Concerning the conflict of state and federal authority, Mr. Sharfman concludes that "the supremacy of the federal government in railway regulation must be vigorously safeguarded and uniformly maintained" (p. 220).

For a concise and clear statement of the whole problem the book leaves little to be desired. It collects the material from sources, well known enough to be sure, but not usually convenient of access to those wanting an adequate knowledge of American railway regulation. Pertinent quotations are taken from court decisions on vital matters, and a judicial poise is maintained throughout the work.